GEOGRAPHIC NEWS BULLETINS

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SCHOOLS OF SINGAPORE RECEIVE CHILDREN FROM MANY LANDS

(See Bulletin No. 4)

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Kyoto, Scene of Japanese Enthronement

KYOTO, where the enthronement ceremonies for the new emperor begin on November 10, is the eternal city of Japan.

Although Emperor Hirohito succeeded to the throne on the death of his father in 1926, the ceremonies, according to custom, were postponed until this fall. The new emperor is the 124th in an unbroken line.

What Jerusalem signifies to the Jewish world and Rome to the Latins, Kyoto, the coronation city, means to the Land of the Rising Sun. It is the focus of history, the center of religion, the seat of learning, and the patron city of art.

City Laid Out on Chinese Plan

Modern Kyoto was laid out according to imperial decree in the year 794 A. D., and was the emperor's place of residence until the royal family moved to Tokyo, the present capital, in 1869. Following the example set by the Chinese Tang emperors in planning their capital, the Japanese city builders laid out Kyoto in squares. This original plan has been somewhat interfered with by various fires and consequent rebuilding.

Midway through the city runs the rocky bed of the Kamogawa, or "Duck River," and on three sides rise ragged hills, covered with pine and maple, from whose leafy obscurity peep historic temples and inviting tea houses. Away on the plain to the south lies the busy manufacturing center of Osaka.

Old Imperial Palace Simple but Beautiful in Design

The Gosho, or old imperial palace, belies its name for it was completely rebuilt after a fire in 1854. It is a collection of one-story buildings set in gardens of the best Japanese landscape style, the whole covering 28 acres. Entering by the "Gate of the Honorable Kitchen," the visitor, after leaving his shoes, wanders through one hall after another, bare of furniture but decorated by Japan's most noted artists.

Pillars and beams of unpainted wood show their satin grain. Floors are covered with soft white matting. Sliding screens, causing the artificial landscaping of the intervening gardens to seem a part of the palace itself, form the walls. The whole palace gives an impression of mellow and severely simple beauty.

Nijo castle has stone walls and a moat and curved eaves, like the oriental palaces of dreams. Formerly it was the residence of the Shoguns when those ministers were more powerful than the emperors in whose name they ruled. After Admiral Perry's arrival in Tokyo Bay the emperor dismissed his haughty deputy and held the reins himself. The glories of Nijo castle were designed to display to the Japanese world the superior prestige of the Shoguns over the emperors. Now the castle is imperial property.

With the rival courts of Shogun and emperor as competing patrons, art early flourished in Kyoto. Workers in bronze and ivory, artists in brocades and crepes, skilled embroiderers and makers of damascene and cloisonne flocked to the capital. Possibly because of this early start it is in Kyoto that the finest examples of Japanese artistry are to be seen; and workers there are said to be least affected by the commercialism of modern large scale production.

© by Herbert G. Ponting

UNDER THE PURPLE WISTARIAS IN JAPAN

The Japanese have a genius for landscape gardening. The royal family has given special patronage to the art and therefore the gardens around the old imperial residence in Kyoto, scene of the coronation ceremony, are among the most beautiful in all Japan (See Bulletin No. 1).

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Earthquake and Massacre Beset Liangchowfu

MASSACRE of 200,000 Buddhist Chinese by Moslems has been reported from Kansu Province in the far west of China.

Like the delayed reports of the Kansu earthquake last year, the news of the calamity has been a month reaching civilization.

Mohammedans in Kansu are descendants of two colonies from Turkestan which settled there centuries ago. Intermarriage has developed a people similar in appearance to the Chinese but with totally different religious views. Civil war has broken out many times, bringing death by the sword and by starvation.

Probably Liangchowfu, just recovering from last year's earthquake, has suffered anew in the massacre.

Liangchowfu Feared Flood Instead of Earthquake or Massacre

Liangchowfu is called the "9 by 3" city because its walls, conforming exactly to Chinese standards, measure 4½*li* on the north and south and 1½*li* on the east and west. Add the parallel lengths together and the mysteriously significant proportion of "9 by 3" appears. Expressed in miles, Liangchowfu is, or was, a walled city a mile and a half long by a half-mile wide. The walls inclosed dwellings of 20,000 families, seven monasteries, and eight large temples.

The fact that Liangchowfu occupies a position on the Great Wall of China, suggests correctly that it was an outpost, a border fort against the Mongols. Perhaps the greatest mystery of all is that news from this frontier, 900 miles west of Peking and 600 miles from the nearest railroad, can arrive within a month's time.

Liangchowfu feared trouble from quite another source than either earth tremors or massacres. One of the wonders of the city was a suspended sword which pointed toward a pass in the South Mountains. Out of the pass flowed the waters from melting snow. Natives believed that as long as the sword pointed in the direction of the pass, flood waters could not enter and submerge their city.

One of Liangchowfu's leading institutions is a Buddhist nunnery housing 2,000 women. The favorite temple of the main nunnery is kept securely locked to keep a competing body of nuns from worshipping at the shrine.

Liangchowfu nuns go on no errands of charity and mercy. They take no part in educating children nor do they nurse the sick. Their time is taken up with prayer, burning incense and begging.

Mothers Bring Children to the "Tube for Curing Measles"

One feature of the nunnery is the "Controller of Measles," a god which sits at the end of a very dark passageway. The tunnel of the "Controller" goes by the name of "tube for curing measles." Mothers bring children to the nunnery and lead them through the "tube." Apparently the recovery rate from this treatment is not high for along the tunnel are twelve arches for twelve children who have been cured.

China's Great Wall at this end was not built with the care and the good material employed nearer Peking. Mostly it was of mud, so for many miles it stretches like a grass-grown dike of earth. Humps show where towers once stood.

UMI

Many artists work in their own homes and sell only by appointment. A prospective buyer is introduced, sips tea with the proprietor, discusses the weather and joys of his tour, then sees a few objects of art brought from their boxes, and at last emerges triumphant with a cloisonne vase or damascene cigarette case.

The clear waters of the Kamogawa River are said to be without rival in the matter of setting bright colored silk dyes. Kimonos of Kyoto geisha girls are celebrated for the magnificence of their coloring. On festival days the streets become veritable flower gardens.

Interminable streets of low, gray-tiled houses though monotonous in architecture, are ever alive with interest to the foreigner. From his jinrikisha seat the tourist reviews the home life of Japan in minute detail, for in fair weather the sliding paper screens of the wall panels are pushed back leaving shop and dwelling open to the world. At night a street is like one continuous stage. Grandfather in kimono and spectacles reads the paper, mother feeds the baby, little boys nod at their sums, artists toil over painting or embroidery, a fat man sleeps on the floor with his mouth open. In a tea house guests are being served tea and oranges and sponge cake. It is the monotonous everyday of a great Japanese city, but fairy dream to the newly arrived tourist.

Kyoto has famous temples, Buddhist and Shinto. To visit them all would require weeks, for each has its unique interest. In one is a huge bronze bell, struck like a gong from the outside instead of by a clapper from within. The world famous gardens of another contain a century old pine tree trained to the shape of a junk in full sail. The giant beams of a newer temple were set in place by ropes braided from the hair of women believers too poor to give money. These great black cables are preserved as an object lesson in faithfulness.

To this ancient city of history, art and religion the Constitution of Japan requires the Emperor to return for the coronation ceremony, many customs of which are handed down from the dawn of their civilization.

© *Photograph by Kiyoshi Sakamoto*

ANCIENT COSTUMES AND FLOWER UMBRELLA USED IN JAPANESE FESTIVAL

Although this festival is in honor of the Tokugawa Shoguns who ruled Japan for 250 years, the costumes are very much like those which will be seen at the coronation ceremony in November.

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Aircraft's Arctic Record Inspires Three Antarctic Expeditions

AFTER 31 years' trial in the Arctic, aircraft will be used for the first time during this coming year in the Antarctic.

Three expeditions, the Byrd expedition, the Wilkins expedition and the Jeffery expedition, expect to penetrate the secrets of the icebound Antarctic continent with airplanes.

Twenty-eight of the thirty-one years brought failure to men trying to conquer the Arctic by air. Not until 1925 did aircraft displace Eskimo dogs in exploration.

Andrée, the First Arctic Airman, Disappeared over the Ice

Andrée was the first to put the idea of polar exploration from the air into execution. The dirigible had not been perfected, so he pinned his faith to a free balloon, hoping that winds would blow his craft to the North Pole. With two companions, he rose in his balloon from Dane's Island, near the northwestern point of Spitsbergen, thirty-one years ago, in July, 1897. A message by carrier pigeon from near latitude 82° North was the last heard of the expedition.

In 1907 Walter Wellman, an American, took off in a dirigible from Andrée's balloon house in Dane's Island, but was blown against the near-by mountains and had to slit the balloon bag.

Wellman made another attempt with a dirigible from Dane's Island in 1909. From this ship he dragged a large steel and leather "serpent" stuffed with extra food and supplies. The strange craft made a good start, but the "serpent" suddenly broke its cable and the dirigible shot into the air. After a struggle to return southward it fell into the sea about 120 miles north of Spitsbergen, where Wellman and his companions were rescued.

The next use of a balloon in the Arctic came in 1910 when Count Zeppelin, German maker of dirigibles, went to Spitsbergen to arrange for a flight by one of his huge air cruisers. He took on his ship a captive balloon and used it in observations of the ice-pack to the north. These preliminary observations, however, were not followed by exploration with a rigid airship.

Airplanes not Used in Arctic until 1925

The first flight over polar regions in a heavier-than-air machine came in May, 1925. The starting place was again Spitsbergen, which saw the first use of balloons in Arctic exploration. Amundsen and Ellsworth with four companions flew north from Kings Bay in two airplanes fitted with landing skids. When six hours out, their gasoline supply half gone, they landed on the ice about 150 miles south of the pole. One plane was abandoned; and after nearly four weeks of work the six men got the remaining plane into the air and returned to Spitsbergen.

The same summer a National Geographic Society Expedition took three U. S. Navy planes by ship to north Greenland and in August made a number of exploratory flights over Ellesmere Island and Greenland. These planes were in charge of Commander Richard E. Byrd.

In 1926 Wilkins and Eielson made the first of their attempts to fly by airplane from Point Barrow, Alaska, across the polar regions. On March 31 they flew

Liangchowfu was an important station in the old days because it stood on the very edge of the Gobi Desert to hold back the Mongol horde. Now it welcomes Mongols, bringing sable skins and other furs to market.

Note: Twenty-three illustrations of the Kansu earthquake region accompany "When the the Mountains Walked," *National Geographic Magazine*, May, 1922.

Bulletin No. 2, November 5, 1928.

© *Photograph by Hayes-Hall Kansu Earthquake Relief Expedition*

HIGHWAY CARRIED ONE MILE ACROSS COUNTRY IN A KANSU EARTHQUAKE

Danger from earthquakes is known to be greater in regions where the soil is deep and soft. Kansu has such soil in its loess or wind-blown dust hills so when earthquakes came in 1921 and again in 1927 they brought terrible loss of life. This picture shows a quarter mile of an old road, trees and all, carried on the back of a river of earth.

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Singapore, Crossroads of the East

THE importance of Singapore to the British Empire will be greatly enhanced soon by the installation of a mammoth dry dock.

The dry dock was made in England, towed through the Mediterranean, squeezed through the Suez Canal, and has just arrived at Singapore. Transport of the structure is a marvel of navigation and engineering.

Singapore needs the dry dock because it is the Crossroads of the East—the port of a million dollar annual trade, the capital of the Straits Settlements and destined to become Britain's great eastern naval base! A big reputation for a city that was a mere fishing village with a handful of native fisherfolk a century ago.

Singapore Has Enjoyed One Continuous Boom

Singapore occupies a portion of an island by the same name that lies a half-mile off the end of the Malay Peninsula. In 1803 when its 217 square miles were fever-infested swamps and thick jungle land, where tigers, huge tropical snakes, and many unfriendly beasts lurked, the Raja of Johore tried to give it away, but the offer was refused. Sixteen years later Sir Stamford Raffles bought the island for a small sum, set up a free port to compete with Batavia in Java, and its life ever since has been a continuous boom.

The one-time fishermen's haunts off the coast now are busy shipping lanes. Where small fishing craft were pulled up on the beach, broad busy quays surround a crescent-shaped harbor that is filled with craft of all sizes and descriptions, from huge ocean-going vessels flying flags of many nations, to the shell-like skiffs of Malay boys who dive for coins. Most of the swamp land and jungles are now dignified by handsome villas of commercial barons. And tree-lined streets and boulevards, bordered by modern government buildings, marble-front banks, palatial residences, large business buildings, and modern shops, have taken the place of trails where not long ago native flesh furnished quick lunches for tigers.

After a long jaunt through the Orient, large signs advertising typewriters, automobiles, sewing machines, talking machines, hardware, fountain pens and bicycles, discourage homesickness. In the window of a hardware store, Yankee locks are displayed with Chinese locks that look more like rat traps. Out in the street automobiles are dodging antiquated ox carts and rickshaws that are slowly but steadily disappearing.

Chinese Make up One-half the Port's Population

A few moments spent on a Singapore thoroughfare indicate that the port city is no respecter of races. Out of nearly half a million inhabitants, about one-half are Chinese to whose business ingenuity and hard work Singapore owes a large part of its commericial prestige. In the building trades they made fortunes for themselves, while the Malays were satisfied with eking out a bare existence. Then there are Europeans from a dozen nations, Americans, Australians, Africans, Indians, and Japanese, and a sprinkling of human beings from nearly every isle in the Pacific. All are trade bent, for Singapore is no resort. It lies but a few degrees above the Equator and, while the climate is not unhealthful, it is usually too hot and humid to be pleasant.

Many of the orientals live in junks and sampans clustered about the quays

140 miles north of the Alaskan coast and returned. This flight carried exploration in that region 70 miles or more farther north than ever before.

Byrd and Bennett First to Reach Pole by Air

On May 9, 1926, Byrd and Bennett, flying a monoplane from Kings Bay, Spitsbergen, made the first conquest of the North Pole by air. After circling the Pole region they returned to Kings Bay on the same day.

Two days later Amundsen, Ellsworth and Nobile with a staff and crew of thirteen other men, left Kings Bay in the *Norge,* a semi-rigid dirigible. They flew over the North Pole and on to Teller, Alaska, remaining in the air 71 hours.

In March, 1927, Wilkins and Eielson made their second attempt to fly in an airplane from Alaska across the polar regions. After flying approximately 550 miles to the northward they were forced to the ice by engine trouble, and, after making repairs, turned back. The gasoline supply was exhaused while the plane was still 70 miles north of Point Barrow. They landed on the ice, abandoned the plane, and walked and crawled back to the Alaska coast in twelve days.

Wilkins and Eielson Successful in Third Attempt

The remaining history of air exploration in the Arctic is so fresh that its actors' names are still on the front pages of newspapers. On April 15 and 16, 1928, Wilkins and Eielson were successful in their third attempt, and flew from Point Barrow over a large expanse of unexplored Polar Sea, landing on a small island near Green Harbor, Spitsbergen.

On May 6, Nobile, in a new dirigible, the *Italia,* arrived in Spitsbergen and made arrangements for a series of exploratory flights into unknown Arctic areas. On May 11 he made an eight-hour flight but was forced back by fog. On May 15 and 16 the *Italia* cruised eastward crossing Franz Josef Land and reached Lenin Land, then returned to Kings Bay. The *Italia* set out for the North Pole on May 23 and reached it early on the morning of May 24. It was on the evening of the following day, while fighting their way back towards Kings Bay against a stiff head wind, that the *Italia* and its crew dropped from sight, to be rescued after many anxious days.

Bulletin No. 3, November 5, 1928.

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The Somme, Ten Years After

NOVEMBER 11—the anniversary of the armistice.

Only ten years have passed but the names of the Somme, the Marne, Amiens, Verdun and the Forest of Argonne already are history.

The Somme, like the others, contributes almost nothing to remind the traveler of the tumult which swept down to its banks eleven years ago. A quiet river in a green valley; can this be a high-water mark of the war tide? It shows but few scars of the first and second battles of the Somme.

Nor does the modest Somme flaunt its earlier military history which dates back to the Roman invasion of Gaul.

From the Somme's Mouth William the Conqueror Sailed for Europe

To the north of the Somme is a wide natural depression between the highland regions of Artois and Ardennes. Through this saddle stretches an unbroken, comparatively level region from Belgium to Paris. The only natural barrier capable of defense which crosses this level stretch is the River Somme. It forms an east-to-west interruption to the old south-north roadway from Paris to Flanders. This gave the river a military importance which has caused it to serve as a line of defense for many centuries.

In peace times, however, the Somme, winding through rich agricultural regions of Picardy, gives the impression of deep contentment. From its sources above St. Quentin to its mouth near St. Valery, there is small suggestion of anything beside prosperous farming and rather small-scale manufacturing. The Somme meanders through green meadows, past rich gardens and broad fields, the main trade artery of a hard working peasantry. Along its banks, like jewels on a string, lie small cities, charmingly quaint and with histories running back to medieval France.

Near the point where the Somme flows into the English Channel lies the little village of St. Valery-sur-Somme. Some of the ancient fortifications still remain and their interest is not lessened by the fact that it was from St. Valery that William the Conqueror set sail for England in the early autumn of 1066. The little town has a splendid beach and is now a quiet sort of seaside resort, where historic picturesqueness combines with scenic beauty to give a charming old world atmosphere.

Farther up the river, clustered close around the old Gothic church of St. Vulfran, lies the ancient city of Abbeville. Abbeville, too, is celebrated in history. Here Henry VIII's willful sister, Mary Tudor, was married to Louis XII of France.

The Enemy Came up to Amiens, but no Farther

The queen of the Somme Valley, however, is Amiens, capital of the old province of Picardy, and now a railway center of prime importance. Amiens was the objective of the great German drive in the spring of 1918 when the Central Powers hoped, by the capture of this key city, to drive a wedge between the British to the north and the French around Paris. The enemy were almost at her walls and many of her houses were in ruins, but Amiens was never given up.

and along the banks of the Singapore River which flows through the city. In these small craft, sheltered by strips of matting, the sing-song chatter of the boatmen and their families recalls the harbors of Shanghai and Canton from which, perhaps, many of them came.

A causeway, connecting the peninsula with the island, has recently been completed which affords train service between Singapore and Bangkok. Rubber and tin, and many other products of Malaya now are transported from plantations and mines direct to the Singapore quays. In a recent year Malay rubber exports amounted to more than a hundred and twenty million dollars and tin exports were valued at about one hundred million. And most of both products left the Orient by way of Singapore.

Note: For a more complete account of Singapore see "Singapore, Crossroads of the East," *National Geographic Magazine*, March, 1926.

Bulletin No. 4, November 5, 1928.

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THE HUBBARD GOLD MEDAL PRESENTED TO COMMANDER BYRD

In the center of the obverse side of the medal is an American sapphire. Only seven other individuals have ever received this coveted trophy from the National Geographic Society (See Bulletin No. 3).

Amiens Cathedral, situated on a hilltop which can be seen for miles around, is one of the largest churches of Europe, being surpassed in size only by St. Peter's at Rome and the great cathedral at Cologne in Germany. Its commanding position and huge size made it a splendid target for long range shell fire during the World War.

Above Amiens, after a series of meanderings through marshy meadows, the Somme makes a huge bow, inclosing the famous battlefield of the Somme. Here lie Peronne, Ham, and St. Quentin, cities whose very names bring up grim pictures of dismal ruin and fierce hand-to-hand fighting. Today, however, all has been softened by the kindly hand of time.

Once more cattle graze in pastures bordered by pollard willows and rows of poplars. Again barges glide along the old canals which ten years ago ran red with blood. In village squares old women are gossiping at the wells, and geese, ducks and children are paddling about the ponds. The holes in mud and plaster barns have been filled up and their sides fairly bulge with the rich crops of Picardy.

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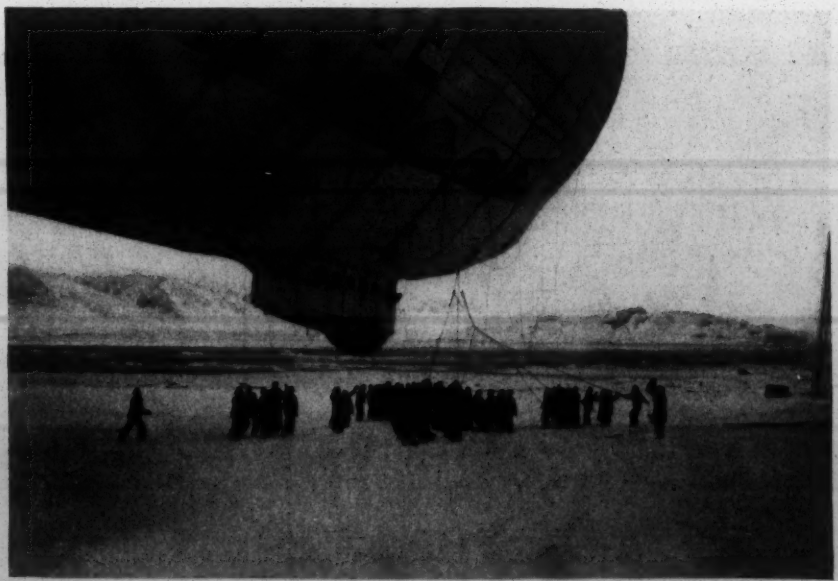

© Photograph from General Umberto Nobile

THE "NORGE" LANDING AT KINGS BAY, SPITSBERGEN

The *Norge* was the first lighter-than-air craft to attain the North Pole. Two days after Commander Byrd and Floyd Bennett flew to the North Pole the *Norge* followed their route and continued to Alaska. Only heavier-than-air craft will be used in the Antarctic by three expeditions during the coming year (See Bulletin No. 3).